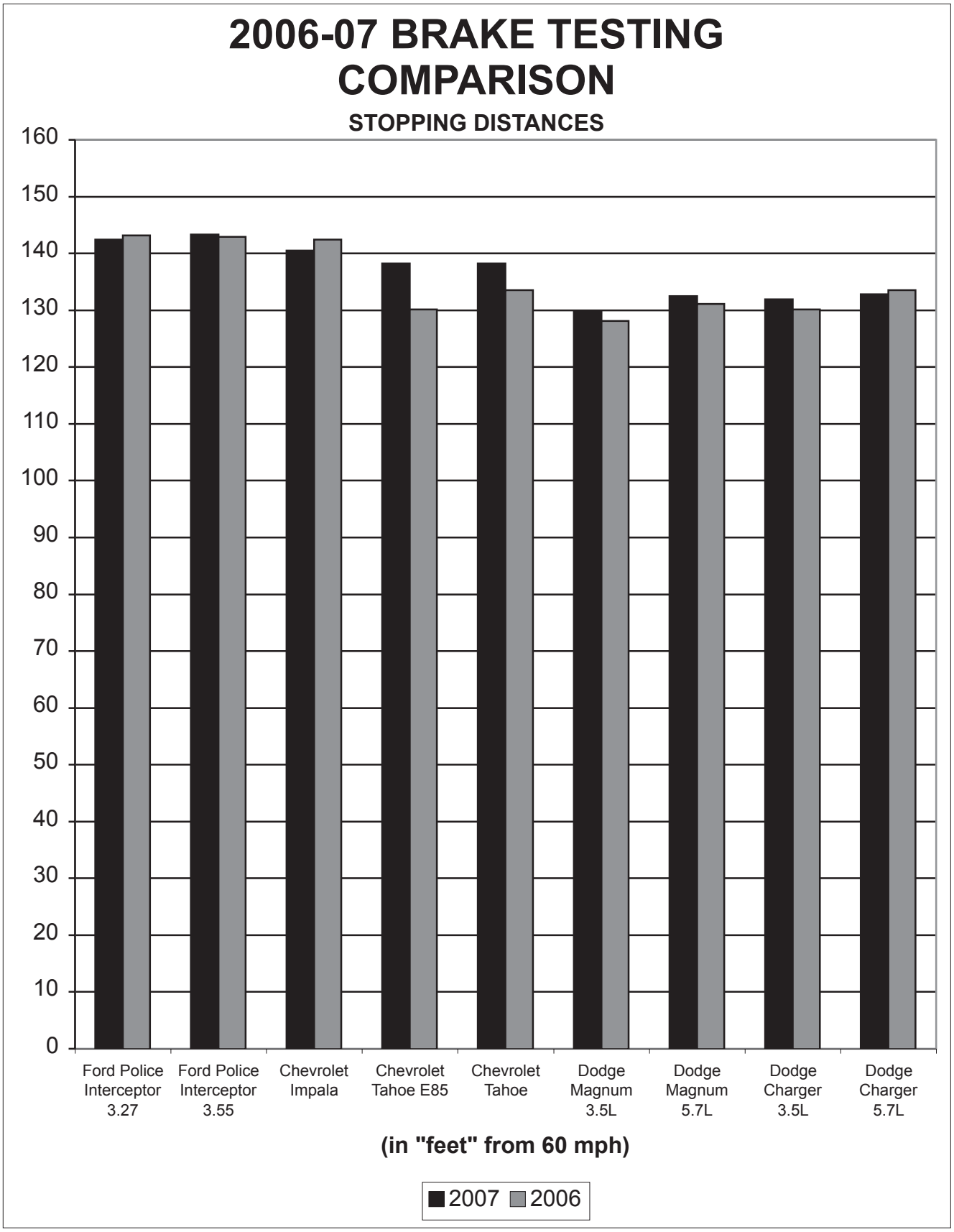
2006-07 BRAKE TESTING COMPARISON
STOPPING DISTANCES
160
150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
0
Ford Police Interceptor 3.27
Ford Police Interceptor 3.55
Chevrolet Impala
Chevrolet Tahoe E85
Chevrolet Tahoe
Dodge Magnum 3.5L
Dodge Magnum 5.7L
Dodge Charger 3.5L
Dodge Charger 5.7L
(in "feet" from 60 mph)
2007
2006

SPECIAL SERVICE VEHICLES

The issue of what makes a police vehicle a “police package” is a matter that will be with us for some time. Many law enforcement agencies still require a police vehicle to be capable of participating in a pursuit and look to the manufacturers to put their engineering talents towards that goal. At the same time some law enforcement agencies need a vehicle that has cargo capacity and other attributes, but does not require pursuit capabilities. For this, the manufacturers offer “special service” vehicles.

The Michigan Department of State Police presents this information on “special service” vehicles with the caveat that the reader is aware that these vehicles are not engineered for high speed or pursuit driving. The vehicles were tested in all the categories except vehicle dynamics, which is high-speed handling and represents pursuit applications.

The special service vehicles were tested in the following: Acceleration, Top Speed, Braking, Fuel Economy, and Ergonomics & Communications.

SPECIAL SERVICE VEHICLES ARE NOT ENGINEERED FOR HIGH SPEED AND PURSUIT APPLICATIONS.

Chevrolet Tahoe 4WD

TEST VEHICLE DESCRIPTION

MAKE Chevrolet	**MODEL** Tahoe 5W4 – 4WD		**SALES CODE NO.** CK10706		
ENGINE DISPLACEMENT	**CUBIC INCHES** 325		**LITERS** 5.3		
FUEL SYSTEM	Sequential Port Fuel Injection		**EXHAUST** Single		
HORSEPOWER (SAE NET)	320 @ 5200 RPM		**ALTERNATOR** 160		
TORQUE	320 ft-lbs @ 5200 RPM		**BATTERY** 730 CCA		
COMPRESSION RATIO	9.5:1				
TRANSMISSION	**MODEL** 4L60E	**TYPE** 4 – Speed Automatic Overdrive			
	LOCKUP TORQUE CONVERTER? Yes				
	OVERDRIVE? Yes				
AXLE RATIO	3.73				
STEERING	Power – Rack & Pinion				
TURNING CIRCLE (CURB TO CURB)	39.0 ft.				
TIRE SIZE, LOAD & SPEED RATING	Goodyear Wrangler P265/70R17 113S				
SUSPENSION TYPE (FRONT)	Independent, single coil over shock w/ stabilizer bar				
SUSPENSION TYPE (REAR)	Multi-link with coil springs				
GROUND CLEARANCE, MINIMUM	9.1 in.	**LOCATION** Rear Axle			
BRAKE SYSTEM	Vacuum boost, power, anti-lock				
BRAKES, FRONT	**TYPE** Disc		**SWEPT AREA** 213 sq. in.		
BRAKES, REAR	**TYPE** Disc		**SWEPT AREA** 133 sq. in.		
FUEL CAPACITY	**GALLONS** 26.0		**LITERS** 98.4		
GENERAL MEASUREMENTS	**WHEELBASE** 116 in.		**LENGTH** 202.0 in.		
	TEST WEIGHT 5570		**HEIGHT** 76.9 in.		
HEADROOM	**FRONT** 40.3 in.		**REAR** 39.2 in.		
LEGROOM	**FRONT** 41.3 in.		**REAR** 39.0 in.		
SHOULDER ROOM	**FRONT** 65.3 in.		**REAR** 65.2 in.		
HIPROOM	**FRONT** 64.4 in.		**REAR** 60.6 in.		
INTERIOR VOLUME	**FRONT** 62.9 cu. ft.		**REAR** 57.68 cu. ft.		
***MAX. CARGO IS W/REAR SEATS FOLDED DOWN**	**COMB** 120.58 cu. ft.		***MAX. CARGO** 108.9 cu. ft.		
EPA MILEAGE EST. (MPG)	**CITY** 15	**HIGHWAY** 19	**COMBINED** 16		

Dodge Magnum 3.5L

TEST VEHICLE DESCRIPTION

MAKE Dodge	**MODEL** Magnum		**SALES CODE NO.** 27B		
ENGINE DISPLACEMENT	**CUBIC INCHES** 214		**LITERS** 3.5		
FUEL SYSTEM	Sequential Port Fuel Injection		**EXHAUST** Single		
HORSEPOWER (SAE NET)	250 @ 6400		**ALTERNATOR** 160 amp.		
TORQUE	250 lbs-ft @ 3800		**BATTERY** 730 CCA		
COMPRESSION RATIO	10.0:1				
TRANSMISSION	**MODEL** A580	**TYPE** 5 Speed Electronic Automatic			
	LOCKUP TORQUE CONVERTER? Yes				
	OVERDRIVE? Yes				
AXLE RATIO	2.87:1				
STEERING	Power Rack & Pinion				
TURNING CIRCLE (CURB TO CURB)	38.9				
TIRE SIZE, LOAD & SPEED RATING	Goodyear Integrity P215/65R17 98T				
SUSPENSION TYPE (FRONT)	Independent High Arm SLA with Dual Ball Joint Lower, Coil Spring, Sway Bar				
SUSPENSION TYPE (REAR)	Independent Multi-Link, Coil Spring, Sway Bar				
GROUND CLEARANCE, MINIMUM	5.2 in.	**LOCATION** Fascia Belly Pan			
BRAKE SYSTEM	Power, Single Piston Front/Single Piston Rear, Anti-Lock				
BRAKES, FRONT	**TYPE** Vented Disc		**SWEPT AREA** 264 sq. in.		
BRAKES, REAR	**TYPE** Solid Disc		**SWEPT AREA** 218 sq. in.		
FUEL CAPACITY	**GALLONS** 18		**LITERS** 68		
GENERAL MEASUREMENTS	**WHEELBASE** 120 in.		**LENGTH** 197.7 in.		
	TEST WEIGHT 3905		**HEIGHT** 58.3 in.		
HEADROOM	**FRONT** 38.7 in.		**REAR** 38.1 in.		
LEGROOM	**FRONT** 41.8 in.		**REAR** 40.2 in.		
SHOULDER ROOM	**FRONT** 58.7 in.		**REAR** 57.6 in.		
HIPROOM	**FRONT** 56.2 in.		**REAR** 56.1 in.		
INTERIOR VOLUME	**FRONT** 55.0 cu. ft.		**REAR** 51.0 cu. ft.		
	COMB 106.0 cu. ft.		**TRUNK** 27.3 cu. ft.		
EPA MILEAGE EST. (MPG)	**CITY** 19	**HIGHWAY** 27	**COMBINED** 22		

Ford Escape 4WD Hybrid

TEST VEHICLE DESCRIPTION

MAKE Ford	**MODEL** Escape Hybrid FWD		**SALES CODE NO.** U49
ENGINE DISPLACEMENT	**CUBIC INCHES** 140		**LITERS** 2.3-liter
FUEL SYSTEM	Sequential multi-port electronic		**EXHAUST** Single
HORSEPOWER (SAE NET)	(155 w/ Hybrid) @ 6,000 rpm		**ALTERNATOR** Permanent Magnet AC synchronous motor
TORQUE	124 lbs.-ft. @ 4,250 rpm		**BATTERY** 330 volt nickel - metal hydride battery pack
COMPRESSION RATIO	12.3:1		
TRANSMISSION	**MODEL** T-032	**TYPE** Electronically Controlled Continuously Variable	
	LOCKUP TORQUE CONVERTER Damper		
	OVERDRIVE N/A for Continuously Variable Transmission		
AXLE RATIO	2.93:1		
STEERING	Rack and pinion with electric power assist		
TURNING CIRCLE (CURB TO CURB)	37.7 ft		
TIRE SIZE, LOAD & SPEED RATING	Continential Contitrac P235/70R16		
SUSPENSION TYPE (FRONT)	Independent, MacPherson struts, coil springs and stabilizer bar		
SUSPENSION TYPE (REAR)	Multi-link independent		
GROUND CLEARANCE, MINIMUM	8.4	**LOCATION** Rear suspension	
BRAKE SYSTEM	Four wheel power brakes with standard 4-sensor, 4-channel anti-lock braking system (ABS)		
BRAKES, FRONT	**TYPE** 11.9-in vented disc	**SWEPT AREA** 248.2 sq. in.	
BRAKES, REAR	**TYPE** 11.9-in disc	**SWEPT AREA** 218.5 sq. in.	
FUEL CAPACITY	**GALLONS** 15	**LITERS** 57	
GENERAL MEASUREMENTS	**WHEELBASE** 103.2	**LENGTH** 174.9	
	TEST WEIGHT 3835	**HEIGHT** 69.9	
HEADROOM	**FRONT** 40.4	**REAR** 39.2	
LEGROOM	**FRONT** 41.6	**REAR** 35.6	
SHOULDER ROOM	**FRONT** 65.3	**REAR** 55.9	
HIPROOM	**FRONT** 53.2	**REAR** 49.1	
INTERIOR VOLUME	**FRONT** 54.8	**REAR** 44.4	
***MAX. CARGO IS W/REAR SEATS FOLDED DOWN**	**COMB** 99.2	***MAX CARGO** 65.5	
EPA MILEAGE EST. (MPG)	**CITY** 36	**HIGHWAY** 31	**COMBINED** 34

Ford Explorer
2WD

TEST VEHICLE DESCRIPTION

MAKE Ford	**MODEL** Explorer 2WD		**SALES CODE NO.** U63		
ENGINE DISPLACEMENT	**CUBIC INCHES** 281		**LITERS** 4.6		
FUEL SYSTEM	Sequential Multiport Fuel Injection		**EXHAUST** Single		
HORSEPOWER (SAE NET)	292@ 5750 RPM		**ALTERNATOR** 130 amp.		
TORQUE	300 lb-ft @ 3950 RPM		**BATTERY** 650 CCA		
COMPRESSION RATIO	9.3:1				
TRANSMISSION	**MODEL** 5R55	**TYPE** 6-Speed Automatic Overdrive			
	LOCKUP TORQUE CONVERTER? Yes				
	OVERDRIVE? Yes				
AXLE RATIO	3.55				
STEERING	Power rack and pinion				
TURNING CIRCLE (CURB TO CURB)	36.8 ft.				
TIRE SIZE, LOAD & SPEED RATING	Michelin Cross Terrain P235/65R18				
SUSPENSION TYPE (FRONT)	Independent SLA with coil spring				
SUSPENSION TYPE (REAR)	Independent SLA with coil spring				
GROUND CLEARANCE, MINIMUM	8.5 in.	**LOCATION** Transmission crossmember			
BRAKE SYSTEM	Power disc w/ 4-wheel ABS				
BRAKES, FRONT	**TYPE** Disc		**SWEPT AREA** 239.3sq. in.		
BRAKES, REAR	**TYPE** Disc		**SWEPT AREA** 217.3 sq. in.		
FUEL CAPACITY	**GALLONS** 22.5		**LITERS** 85.1		
GENERAL MEASUREMENTS	**WHEELBASE** 113.7 in.		**LENGTH** 193.4 in.		
	TEST WEIGHT 4844		**HEIGHT** 72.2 in.		
HEADROOM	**FRONT** 39.8 in.		**REAR** 38.7 in.		
LEGROOM	**FRONT** 42.4 in.		**REAR** 36.9 in.		
SHOULDER ROOM	**FRONT** 59.0 in.		**REAR** 58.9 in.		
HIPROOM	**FRONT** 55.4 in.		**REAR** 55.5 cu. ft.		
INTERIOR VOLUME ***MAX. CARGO IS W/REAR SEATS FOLDED DOWN**	**FRONT** 57.6 cu. ft.		**REAR** 48.7 cu. ft.		
	COMB 106.3 cu. ft.		***MAX. CARGO** 83.7 cu. ft.		
EPA MILEAGE EST. (MPG)	**CITY** 15	**HIGHWAY** 21	**COMBINED** 17		

Ford Expedition 2WD

TEST VEHICLE DESCRIPTION

MAKE Ford	**MODEL** Expedition 2WD		**SALES CODE NO.** U15		
ENGINE DISPLACEMENT	**CUBIC INCHES** 330		**LITERS** 5.4 3V		
FUEL SYSTEM	Sequential Multiport Fuel Injection		**EXHAUST** Single		
HORSEPOWER (SAE NET)	300 @ 5000 RPM		**ALTERNATOR** 150 amp.		
TORQUE	365 ft-lbs @ 3750 RPM		**BATTERY** 650 CCA		
COMPRESSION RATIO	9.8:1				
TRANSMISSION	**MODEL** 6R75	**TYPE** 6-Speed Automatic			
	LOCKUP TORQUE CONVERTER? Yes				
	OVERDRIVE? Yes				
AXLE RATIO	3.31 standard, 3.73 optional				
STEERING	Low-friction rack and pinion with power assist				
TURNING CIRCLE (CURB TO CURB)	40.8 ft.				
TIRE SIZE, LOAD & SPEED RATING	Pirelli Scorpion P265/70R17				
SUSPENSION TYPE (FRONT)	Independent, double-wishbone, short- and long-arms (SLA) design with coil-over shocks, 36 mm stabilizer bar				
SUSPENSION TYPE (REAR)	Independent, multilink design with coil-over shocks. 18mm, 19 mm or 21 mm stabilizer bar				
GROUND CLEARANCE, MINIMUM	8.7 in.	**LOCATION** Rear differential			
BRAKE SYSTEM	Four wheel power disc brakes with standard 4 sensor, 4 channel anti-lock braking system (ABS) and AdvanceTrac® with Roll Stability Control				
BRAKES, FRONT	**TYPE** Disc		**SWEPT AREA** 283.6 sq. in.		
BRAKES, REAR	**TYPE** Disc		**SWEPT AREA** 159.0 sq. in.		
FUEL CAPACITY	**GALLONS** 28.0		**LITERS** 106.0		
GENERAL MEASUREMENTS	**WHEELBASE** 119.0 in.		**LENGTH** 205.8 in.		
	TEST WEIGHT 5732		**HEIGHT** 76.7 in.		
HEADROOM	**FRONT** 39.6 in.		**REAR** 39.8 in.		
LEGROOM	**FRONT** 41.2 in.		**REAR** 39.1 in.		
SHOULDER ROOM	**FRONT** 63.2 in.		**REAR** 63.7 in.		
HIPROOM	**FRONT** 60.2 in.		**REAR** 59.1 in.		
INTERIOR VOLUME ***MAX. CARGO IS W/REAR SEATS FOLDED DOWN**	**FRONT** 59.6 cu. ft.		**REAR** 57.3 cu. ft.		
	COMB 116.9 cu. ft.		***MAX. CARGO** 108.3 cu. ft.		
EPA MILEAGE EST. (MPG)	**CITY** 14	**HIGHWAY** 20	**COMBINED** 16		

Ford Expedition EL 2WD

TEST VEHICLE DESCRIPTION

MAKE Ford	**MODEL** Expedition EL 2WD		**0SALES CODE NO**. K15	
ENGINE DISPLACEMENT	**CUBIC INCHES** 330		**LITERS**	5.4 3V
FUEL SYSTEM	Sequential Multiport Fuel Inj.		**EXHAUST**	Single
HORSEPOWER (SAE NET)	300 @ 5000 RPM		**ALTERNATOR**	150 amp.
TORQUE	365 ft-lbs @ 3750 RPM		**BATTERY**	650 CCA
COMPRESSION RATIO	9.8:1			
TRANSMISSION	**MODEL** 6R75	TYPE 6-speed automatic		
	LOCKUP TORQUE CONVERTER? Yes			
	OVERDRIVE? Yes			
AXLE RATIO	3.31 STD, 3.73 optional			
STEERING	Low-friction rack and pinion with power assist			
TURNING CIRCLE (CURB TO CURB)	43.9 ft.			
TIRE SIZE, LOAD & SPEED RATING	Pirelli Scorpion P265/70R17			
SUSPENSION TYPE (FRONT)	Independent, double-wishbone, short- and long-arms (SLA) design with coil-over shocks. 36 mm stabilizer bar			
SUSPENSION TYPE (REAR)	Independent, multilink design with coil-over shocks. 18 mm, 19 mm or 21 mm stabilizer bar			
GROUND CLEARANCE, MINIMUM	8.7 in.	**LOCATION** Rear differential		
BRAKE SYSTEM	Four wheel power disc brakes with standard 4 sensor, 4 channel anti-lock braking system (ABS) and AdvanceTrac® with Roll Stability Control			
BRAKES, FRONT	**TYPE**	Disc	**SWEPT AREA**	283.6 sq. in.
BRAKES, REAR	**TYPE**	Disc	**SWEPT AREA**	159.0 sq. in.
FUEL CAPACITY	**GALLONS**	33.5	**LITERS**	126.8
GENERAL MEASUREMENTS	**WHEELBASE**	131.0 in.	**LENGTH**	221.3 in.
	TEST WEIGHT	5967	**HEIGHT**	78.3 in
HEADROOM	**FRONT**	39.5 in.	**REAR**	39.7 in.
LEGROOM	**FRONT**	41.1 in.	**REAR**	39.1 in.
SHOULDER ROOM	**FRONT**	63.2 in.	**REAR**	63.7 in.
HIPROOM	**FRONT**	60.2 in.	**REAR**	59.1 in.
INTERIOR VOLUME ***MAX. CARGO IS W/REAR SEATS FOLDED DOWN**	**FRONT**	59.6	**REAR**	57.3
	COMB	116.9	***MAX. CARGO**	130.8
EPA MILEAGE EST. (MPG)	***CITY** See Note	***HIGHWAY** See Note	***COMBINED** See Note	

Trucks with Gross Vehicle Weight Ratings over 8,500 lbs are not included in the EPA fuel economy rating system. Fuel economy information on these models is generally not available because of wide variances in vehicle loading and operational conditions between various customer applications.

Ford F-250 Crew Cab 2WD

TEST VEHICLE DESCRIPTION

MAKE	**MODEL** F250 Crew Cab XL 4x2		**SALES CODE NO.** W20		
ENGINE DISPLACEMENT	**CUBIC INCHES** 330		**LITERS** 5.4L V8		
FUEL SYSTEM	EFI		**EXHAUST** Single		
HORSEPOWER (SAE NET)	300 @ 5000		**ALTERNATOR** 115 amp		
TORQUE	365 @ 3750		**BATTERY** 650 CCA		
COMPRESSION RATIO	9:0:1				
TRANSMISSION	**MODEL** 5R110W	**TYPE** 5 Speed Electronic Automatic			
	LOCKUP TORQUE CONVERTER? Yes				
	OVERDRIVE? Yes				
AXLE RATIO	3.73 limited slip				
STEERING	Power; type – recirculating ball				
TURNING CIRCLE (CURB TO CURB)	51.8 ft.				
TIRE SIZE, LOAD & SPEED RATING	Continental Contitrac LT245/75RR17				
SUSPENSION TYPE (FRONT)	Coil, computer selected				
SUSPENSION TYPE (REAR)	Leaf, two-stage variable rate main				
GROUND CLEARANCE, MINIMUM	8.5	**LOCATION** Rear Axle			
BRAKE SYSTEM	4-wheel disc with ABS				
BRAKES, FRONT	**TYPE** Disc.		**SWEPT AREA** 306.4 sq. in.		
BRAKES, REAR	**TYPE** Disc.		**SWEPT AREA** 272.01 sq. in.		
FUEL CAPACITY	**GALLONS** 29.0		**LITERS** 109.0		
GENERAL MEASUREMENTS	**WHEELBASE** 156.2 in.		**LENGTH** 245.8 in.		
	TEST WEIGHT 6033		**HEIGHT** 80.0 in.		
HEADROOM	**FRONT** 41.3 in.		**REAR** 41.8in.		
LEGROOM	**FRONT** 41.0 in.		**REAR** 41.7 in.		
SHOULDER ROOM	**FRONT** 68.0 in.		**REAR** 68.0 in.		
HIPROOM	**FRONT** 67.4 in.		**REAR** 67.3 in.		
INTERIOR VOLUME ***MAX. CARGO IS W/REAR SEATS FOLDED DOWN**	**FRONT** 66.6 cu. ft..		**REAR** 67.0 cu. ft.		
	COMB 133.6 cu. ft.		***MAX. CARGO** 64.8 cu. ft.		
EPA MILEAGE EST. (MPG)	***CITY** See Note	***HIGHWAY** See Note	***COMBINED** See Note		

Trucks with Gross Vehicle Weight Ratings over 8,500 lbs are not included in the EPA fuel economy rating system. Fuel economy information on these models is generally not available because of wide variances in vehicle loading and operational conditions between various customer applications.

TEST VEHICLE DESCRIPTION SUMMARY

	Chevrolet 4WD Tahoe	Ford Escape	Dodge Magnum	Ford Expedition
ENGINE DISPLACEMENT – CU. IN.	325	140	214	330
ENGINE DISPLACEMENT – LITERS	5.3	2.3	3.5	5.4
ENGINE FUEL SYSTEM	SPFI	SMFE	SPFI	SMPFI
HORSEPOWER (SAE NET)	320	155	250	300
TORQUE (FT. LBS.)	320	124	250	365
COMPRESSION RATIO	9.5:1	12.3:1	10.1:1	9.8:1
AXLE RATIO	3.73	2.93:1	3.64:1	3.31
TURNING CIRCLE – FT. CURB TO CURB	39.0	37.7	38.9	40.8
TRANSMISSION	4 Speed auto	Elec. Controlled Continuous Variable	5 Speed Automatic	6 Speed Automatic
TRANSMISSION MODEL NUMBER	4L60E	T-032	A580	6R75
LOCKUP TORQUE CONVERTER	Yes	Yes	Yes	Yes
TRANSMISSION OVERDRIVE	Yes	N/A	Yes	Yes
TIRE SIZE	265/70R	P235/70R	P215/65R	P255/70R
WHEEL RIM SIZE – INCHES	17	16	17	17
GROUND CLEARANCE – INCHES	9.1	8.4	5.2	8.7
BRAKE SYSTEM	Power, ABS	Power, ABS	Power, ABS	Power, ABS
BRAKES – FRONT TYPE	Disc	Vented disc	Vented disc	Disc
BRAKES – REAR TYPE	Disc	Disc	Solid disc	Disc
FUEL CAPACITY – GALLONS	26	15	18	28
FUEL CAPACITY – LITERS	98.4	57	68	106
OVERALL LENGTH – INCHES	202.0	174.9	197.7	205.8
OVERALL HEIGHT – INCHES	76.9	69.9	58.3	76.7
TEST WEIGHT – LBS.	5570	3835	3905	5732
WHEELBASE – INCHES	116	103.2	120	119
HEADROOM FRONT – INCHES	40.3	40.4	38.7	39.6
HEADROOM REAR – INCHES	39.2	39.2	38.1	39.8
LEGROOM FRONT – INCHES	41.3	41.6	41.8	41.2
LEGROOM REAR – INCHES	39.0	35.6	40.2	39.1
SHOULDER ROOM FRONT – INCHES	65.3	65.3	58.7	63.2
SHOULDER ROOM REAR – INCHES	65.2	55.9	57.6	63.7
HIPROOM FRONT – INCHES	64.4	53.2	56.2	60.2
HIPROOM REAR – INCHES	60.6	49.1	56.1	59.1
INTERIOR VOLUME FRONT – CU. FT.	62.9	54.8	55.0	59.6
INTERIOR VOLUME REAR – CU. FT.	57.68	44.4	51.0	57.3
INTERIOR VOLUME COMB. – CU. FT.	120.58	99.2	106.0	116.9
REAR MAXIMUM CARGO – CU. FT.	108.9	65.5	27.3*	108.3
EPA MILEAGE – CITY – MPG	15	36	19	14
EPA MILEAGE – HIGHWAY – MPG	19	31	27	20
EPA MILEAGE – COMBINED – MPG	16	34	22	16

TEST VEHICLE DESCRIPTION SUMMARY

	Ford Explorer	Ford Expedition EL	Ford F-250
ENGINE DISPLACEMENT – CU. IN.	281	330	330
ENGINE DISPLACEMENT – LITERS	4.6	5.4	5.4
ENGINE FUEL SYSTEM	SPFI	SMFI	EFI
HORSEPOWER (SAE NET)	292	300	300
TORQUE (FT. LBS.)	300	365	365
COMPRESSION RATIO	9.3:1	9.8:1	9.0:1
AXLE RATIO	3.55	3.31	3.73
TURNING CIRCLE – FT. CURB TO CURB	36.8	43.9	51.8
TRANSMISSION	6 Speed Auto	6 Speed Auto	5 Speed Auto
TRANSMISSION MODEL NUMBER	5R55	6R75	5R110W
LOCKUP TORQUE CONVERTER	Yes	Yes	Yes
TRANSMISSION OVERDRIVE	Yes	Yes	Yes
TIRE SIZE	P235/65R	P255/70R	LT245/75R
WHEEL RIM SIZE – INCHES	18	17	17
GROUND CLEARANCE – INCHES	8.5	8.7	8.5
BRAKE SYSTEM	Power, ABS	Power, ABS	Power, ABS
BRAKES – FRONT TYPE	Disc	Disc	Disc
BRAKES – REAR TYPE	Disc	Disc	Disc
FUEL CAPACITY – GALLONS	22.5	33.5	29.0
FUEL CAPACITY – LITERS	85.1	126.8	109.0
OVERALL LENGTH – INCHES	193.4	221.3	245.8
OVERALL HEIGHT – INCHES	72.2	78.3	80.0
TEST WEIGHT – LBS.	4844	5967	6033
WHEELBASE – INCHES	113.7	131.0	156.2
HEADROOM FRONT – INCHES	39.8	39.5	41.3
HEADROOM REAR – INCHES	38.7	39.7	41.8
LEGROOM FRONT – INCHES	42.4	41.1	41.0
LEGROOM REAR – INCHES	36.9	39.1	41.7
SHOULDER ROOM FRONT – INCHES	59.0	63.2	68.0
SHOULDER ROOM REAR – INCHES	58.9	63.7	68.0
HIPROOM FRONT – INCHES	55.4	60.2	67.4
HIPROOM REAR – INCHES	55.5	59.1	67.3
INTERIOR VOLUME FRONT – CU. FT.	57.6	59.6	66.6
INTERIOR VOLUME REAR – CU. FT.	48.7	57.3	67.0
INTERIOR VOLUME COMB. – CU. FT.	106.3	116.9	133.6
REAR MAXIMUM CARGO – CU. FT.	83.7	130.8	64.8
EPA MILEAGE – CITY – MPG	15	*N/A	*N/A
EPA MILEAGE – HIGHWAY – MPG	21	*N/A	*N/A
EPA MILEAGE – COMBINED – MPG	17	*N/A	*N/A

Trucks with Gross Vehicle Weight Ratings over 8,500 lbs are not included in the EPA fuel economy rating system. Fuel economy information on these models is generally not available because of wide variances in vehicle loading and operational conditions between various customer applications.

SUMMARY OF ACCELERATION AND TOP SPEED

ACCELERATION*		Chevrolet Tahoe 4WD 5.3L SPFI	Ford Explorer 2WD 4.6L SMFI	Ford Expedition 2WD 5.4L SMFI	Dodge Magnum 3.5L SPFI
0 – 20 mph	(sec.)	2.17	1.93	2.09	1.99
0 – 30 mph	(sec.)	3.45	3.09	3.31	3.32
0 – 40 mph	(sec.)	4.82	4.83	5.21	4.77
0 – 50 mph	(sec.)	6.92	6.69	7.14	6.52
0 – 60 mph	(sec.)	9.18	8.84	9.65	8.81
0 – 70 mph	(sec.)	11.64	11.93	12.67	11.44
0 – 80 mph	(sec.)	15.95	15.14	16.08	14.53
0 – 90 mph	(sec.)	20.82	19.06	20.32	18.90
0 – 100 mph	(sec.)		24.88	26.68	24.11
TOP SPEED	**(mph)**	98	101	104	116
QUARTER MILE					
Time	(sec.)	17.07	16.89	17.33	16.76
Speed	(miles)	82.43	84.88	83.18	85.28

ACCELERATION*		Ford Expedition EL 2WD 5.4L SMFI	Ford Escape Hybrid 4WD 2.3L SMPE	Ford F-250 2WD 5.4L EFI
0 – 20 mph	(sec.)	1.99	2.86	2.34
0 – 30 mph	(sec.)	3.36	4.65	3.79
0 – 40 mph	(sec.)	5.13	6.76	5.54
0 – 50 mph	(sec.)	7.04	9.45	7.59
0 – 60 mph	(sec.)	9.77	12.76	10.31
0 – 70 mph	(sec.)	12.68	17.09	13.39
0 – 80 mph	(sec.)	16.13	22.56	18.15
0 – 90 mph	(sec.)	20.94	31.31	24.56
0 – 100 mph	(sec.)	31.58	52.30	
TOP SPEED	**(mph)**	100	102	95
QUARTER MILE				
Time	(sec.)	17.31	19.38	17.81
Speed	(miles)	82.63	74.63	79.58

BRAKE TESTING

TEST LOCATION: DaimlerChrysler Proving Grounds **DATE:** September 16, 2006

BEGINNING Time: 8:55 a.m. **TEMPERATURE:** 57.6°F

MAKE & MODEL: Ford Escape 2.3L 2WD **BRAKE SYSTEM:** Anti-lock

Phase I

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.$^{2)}$
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	62.0 mph	149.4 feet	27.70 ft/s^2
Stop #2	59.7 mph	139.7 feet	27.44 ft/s^2
Stop #3	59.8 mph	137.5 feet	27.97 ft/s^2
Stop #4	59.4 mph	136.3 feet	27.85 ft/s^2
Stop #5	60.7 mph	136.0 feet	29.15 ft/s^2
Stop #6	59.8 mph	136.3 feet	28.18 ft/s^2

AVERAGE DECELERATION RATE 28.05 ft/s^2

HEAT SOAK (4 minutes)

Phase II

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.$^{2)}$
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	60.4 mph	141.3 feet	27.77 ft/s^2
Stop #2	60.2 mph	139.9 feet	27.87 ft/s^2
Stop #3	60.4 mph	145.3 feet	26.98 ft/s^2
Stop #4	60.8 mph	143.1 feet	27.78 ft/s^2
Stop #5	60.6 mph	143.0 feet	27.61 ft/s^2
Stop #6	60.7 mph	145.7 feet	27.23 ft/s^2

AVERAGE DECELERATION RATE 27.54 ft/s^2

Phase III

	Yes/No
Evidence of severe fading?	No
Vehicle stopped in straight line?	Yes
Vehicle stopped within correct lane?	Yes

OVERALL AVERAGE DECEL. RATE: 27.79 ft/s^2

Projected Stopping Distance from 60.0 mph 139.3

BRAKE TESTING

TEST LOCATION: DaimlerChrysler Proving Grounds **DATE:** September 16, 2006

BEGINNING Time: 5:01 p.m. **TEMPERATURE:** 71.3°F

MAKE & MODEL: Ford Explorer 4.6L 2WD **BRAKE SYSTEM:** Anti-lock

Phase I

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.[2)]
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	59.9 mph	159.0 feet	24.24 ft/s^2
Stop #2	60.2 mph	159.5 feet	24.39 ft/s^2
Stop #3	59.5 mph	158.9 feet	23.99 ft/s^2
Stop #4	60.3 mph	159.1 feet	24.60 ft/s^2
Stop #5	60.4 mph	160.7 feet	24.41 ft/s^2
Stop #6	60.5 mph	155.9 feet	25.25 ft/s^2

AVERAGE DECELERATION RATE 24.48 ft/s^2

HEAT SOAK (4 minutes)

Phase II

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.[2)]
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	60.4 mph	152.2 feet	25.78 ft/s^2
Stop #2	60.5 mph	154.2 feet	25.53 ft/s^2
Stop #3	60.5 mph	155.4 feet	25.35 ft/s^2
Stop #4	60.1 mph	150.2 feet	25.91 ft/s^2
Stop #5	60.3 mph	150.3 feet	26.03 ft/s^2
Stop #6	59.8 mph	151.3 feet	25.42 ft/s^2

AVERAGE DECELERATION RATE 25.67 ft/s^2

Phase III

	Yes/No
Evidence of severe fading?	No
Vehicle stopped in straight line?	Yes
Vehicle stopped within correct lane?	Yes

OVERALL AVERAGE DECEL. RATE: 25.07 ft/s^2

Projected Stopping Distance from 60.0 mph 154.4

BRAKE TESTING

TEST LOCATION: DaimlerChrysler Proving Grounds **DATE:** September 16, 2006

BEGINNING Time: 10:16 a.m. **TEMPERATURE:** 60.6°F

MAKE & MODEL: Ford Expedition 5.4L 2WD **BRAKE SYSTEM:** Anti-lock

Phase I

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.[2)]
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	60.1 mph	154.4 feet	25.12 ft/s^2
Stop #2	60.6 mph	155.3 feet	25.44 ft/s^2
Stop #3	60.3 mph	153.4 feet	25.53 ft/s^2
[2]Stop #4	60.8 mph	149.4 feet	26.60 ft/s^2
Stop #5	60.7 mph	160.2 feet	24.71 ft/s^2
Stop #6	60.7 mph	149.1 feet	26.59 ft/s^2

AVERAGE DECELERATION RATE 25.66 ft/s^2

HEAT SOAK (4 minutes)

Phase II

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.[2)]
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	59.8 mph	146.0 feet	26.31 ft/s^2
Stop #2	60.1 mph	155.0 feet	25.10 ft/s^2
Stop #3	59.2 mph	150.1 feet	25.14 ft/s^2
Stop #4	59.7 mph	151.7 feet	25.28 ft/s^2
Stop #5	60.3 mph	151.3 feet	25.86 ft/s^2
Stop #6	61.0 mph	154.4 feet	25.90 ft/s^2

AVERAGE DECELERATION RATE 25.60 ft/s^2

Phase III

	Yes/No
Evidence of severe fading?	No
Vehicle stopped in straight line?	Yes
Vehicle stopped within correct lane?	Yes

OVERALL AVERAGE DECEL. RATE: 25.63 ft/s^2

Projected Stopping Distance from 60.0 mph 151.1

BRAKE TESTING

TEST LOCATION: DaimlerChrysler Proving Grounds **DATE:** September 16, 2006

BEGINNING Time: 8:25 a.m. **TEMPERATURE:** 56.3°F

MAKE & MODEL: Ford Expedition EL 5.4L 2WD **BRAKE SYSTEM:** Anti-lock

Phase I

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.[2)]
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	59.3 mph	153.6 feet	24.64 ft/s^2
Stop #2	60.5 mph	155.5 feet	25.30 ft/s^2
Stop #3	60.5 mph	151.7 feet	25.94 ft/s^2
Stop #4	60.6 mph	150.6 feet	26.24 ft/s^2
Stop #5	60.5 mph	152.3 feet	25.82 ft/s^2
Stop #6	60.2 mph	149.8 feet	26.04 ft/s^2

AVERAGE DECELERATION RATE 25.66 ft/s^2

HEAT SOAK (4 minutes)

Phase II

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.[2)]
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	60.3 mph	144.5 feet	27.10 ft/s^2
Stop #2	60.5 mph	147.8 feet	26.62 ft/s^2
Stop #3	60.6 mph	146.0 feet	27.05 ft/s^2
Stop #4	60.2 mph	143.7 feet	27.12 ft/s^2
Stop #5	60.5 mph	149.7 feet	26.31 ft/s^2
Stop #6	60.5 mph	151.8 feet	25.92 ft/s^2

AVERAGE DECELERATION RATE 26.69 ft/s^2

Phase III

	Yes/No
Evidence of severe fading?	No
Vehicle stopped in straight line?	Yes
Vehicle stopped within correct lane?	Yes

OVERALL AVERAGE DECEL. RATE: 26.18 ft/s^2

Projected Stopping Distance from 60.0 mph 147.9

BRAKE TESTING

TEST LOCATION: DaimlerChrysler Proving Grounds **DATE:** September 16, 2006

BEGINNING Time: 9:28 a.m. **TEMPERATURE:** 58.3°F

MAKE & MODEL: Ford F250 Crew Cab 2WD **BRAKE SYSTEM:** Anti-lock

Phase I

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.[2)]
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	61.0 mph	160.3 feet	24.96 ft/s^2
Stop #2	60.8 mph	157.4 feet	25.22 ft/s^2
Stop #3	60.5 mph	155.6 feet	25.31 ft/s^2
Stop #4	61.0 mph	165.6 feet	24.14 ft/s^2
Stop #5	60.1 mph	154.9 feet	25.07 ft/s^2
Stop #6	61.2 mph	160.9 feet	25.07 ft/s^2

AVERAGE DECELERATION RATE 24.96 ft/s^2

HEAT SOAK (4 minutes)

Phase II

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.[2)]
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	60.8 mph	160.8 feet	24.73 ft/s^2
Stop #2	60.7 mph	158.5 feet	24.98 ft/s^2
Stop #3	61.0 mph	157.0 feet	25.53 ft/s^2
Stop #4	60.8 mph	157.8 feet	25.24 ft/s^2
Stop #5	61.4 mph	165.6 feet	24.52 ft/s^2
Stop #6	60.3 mph	156.9 feet	24.93 ft/s^2

AVERAGE DECELERATION RATE 24.99 ft/s^2

Phase III

	Yes/No
Evidence of severe fading?	No
Vehicle stopped in straight line?	Yes
Vehicle stopped within correct lane?	Yes

OVERALL AVERAGE DECEL. RATE: 24.97 ft/s^2

Projected Stopping Distance from 60.0 mph 155.0

BRAKE TESTING

TEST LOCATION: DaimlerChrysler Proving Grounds **DATE:** September 16, 2006

BEGINNING Time: 10:42 a.m.. **TEMPERATURE:** 62.8°F

MAKE & MODEL: Chevrolet Tahoe 5.3L 4WD **BRAKE SYSTEM:** Anti-lock

Phase I

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.[2)]
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	60.6 mph	147.4 feet	26.84 ft/s^2
Stop #2	60.5 mph	145.3 feet	27.07 ft/s^2
Stop #3	60.0 mph	143.4 feet	26.98 ft/s^2
Stop #4	60.2 mph	145.2 feet	26.86 ft/s^2
Stop #5	60.4 mph	146.7 feet	26.71 ft/s^2
Stop #6	60.1 mph	147.6 feet	26.29 ft/s^2

AVERAGE DECELERATION RATE 26.79 ft/s^2

HEAT SOAK (4 minutes)

Phase II

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.[2)]
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	60.2 mph	155.2 feet	25.12 ft/s^2
Stop #2	60.2 mph	153.8 feet	25.36 ft/s^2
Stop #3	60.6 mph	156.9 feet	25.16 ft/s^2
Stop #4	60.2 mph	157.3 feet	24.74 ft/s^2
Stop #5	60.1 mph	158.9 feet	24.47 ft/s^2
Stop #6	60.1 mph	163.8 feet	23.76 ft/s^2

AVERAGE DECELERATION RATE 24.77 ft/s^2

Phase III

	Yes/No
Evidence of severe fading?	Yes
Vehicle stopped in straight line?	Yes
Vehicle stopped within correct lane?	Yes

OVERALL AVERAGE DECEL. RATE: 25.78 ft/s^2

Projected Stopping Distance from 60.0 mph 150.2

BRAKE TESTING

TEST LOCATION: DaimlerChrysler Proving Grounds

DATE: September 16, 2006

BEGINNING Time: 12:28 p.m.

TEMPERATURE: 68.1°F

MAKE & MODEL: Dodge Magnum 3.5L

BRAKE SYSTEM: Anti-lock

Phase I

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.[2)]
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	60.8 mph	145.0 feet	27.44 ft/s^2
Stop #2	61.0 mph	143.9 feet	27.77 ft/s^2
Stop #3	60.2 mph	146.6 feet	26.60 ft/s^2
Stop #4	60.7 mph	145.0 feet	27.30 ft/s^2
Stop #5	59.7 mph	142.8 feet	26.87 ft/s^2
Stop #6	59.3 mph	145.5 feet	25.98 ft/s^2

AVERAGE DECELERATION RATE 26.99 ft/s^2

HEAT SOAK (4 minutes)

Phase II

BRAKE HEAT-UP: (Two 90 –0 mph decelerations @ 22 ft.sec.[2)]
TEST: (Six 60 – mph impending skid (ABS) maximum deceleration rate stops)

	Initial Velocity	Stopping Distance	Deceleration Rate
Stop #1	60.6 mph	141.7 feet	27.87 ft/s^2
Stop #2	61.0 mph	145.3 feet	27.55 ft/s^2
Stop #3	59.9 mph	138.4 feet	27.88 ft/s^2
Stop #4	60.9 mph	142.8 feet	27.95 ft/s^2
Stop #5	60.4 mph	142.2 feet	27.57 ft/s^2
Stop #6	60.1 mph	139.5 feet	27.89 ft/s^2

AVERAGE DECELERATION RATE 27.79 ft/s^2

Phase III

	Yes/No
Evidence of severe fading?	No
Vehicle stopped in straight line?	Yes
Vehicle stopped within correct lane?	Yes

OVERALL AVERAGE DECEL. RATE: 27.39 ft/s^2

Projected Stopping Distance from 60.0 mph 141.4

ERGONOMICS AND COMMUNICATIONS

ERGONOMICS	Ford Explorer	Ford Expedition	Chevrolet Tahoe 4WD	Dodge Magnum
FRONT SEAT				
Padding	6.78	7.56	7.33	6.22
Depth of Bucket Seat	6.00	7.00	6.78	5.67
Adjustability – Front to Rear	5.56	6.44	6.67	6.67
Upholstery	7.78	8.22	7.44	6.44
Bucket Seat Design	6.78	7.11	6.67	6.33
Headroom	6.56	7.78	8.89	7.67
Seatbelts	4.56	6.33	6.89	5.67
Ease of Entry and Exit	5.33	5.75	8.22	6.33
Overall Comfort Rating	5.89	6.75	7.67	6.89
REAR SEAT				
Leg room – Front seat back	4.89	6.78	6.44	6.00
Ease of Entry and Exit	4.89	6.22	6.56	5.67
INSTRUMENTATION				
Clarity	6.11	6.89	7.44	6.22
Placement	6.11	6.44	7.44	6.33
VEHICLE CONTROLS				
Pedals, Size and Position	6.56	7.33	7.56	6.56
Power Window Switch	7.44	7.33	8.00	7.00
Inside Door Lock Switch	5.22	6.67	7.22	7.44
Automatic Door Lock Switch	7.22	7.11	7.00	6.00
Outside Mirror Controls	5.89	6.78	7.67	6.22
Steering Wheel, Size, Tilt Release, and Surface	6.11	7.22	7.67	6.44
Heat/AC Vent Placement and Adjustability	6.56	6.89	7.00	7.33
VISIBILITY				
Front (Windshield)	7.11	7.78	8.33	7.89
Rear (Back Window)	6.11	6.22	6.22	4.44
Left Rear Quarter	5.22	5.67	6.22	5.33
Right Rear Quarter	4.44	5.44	5.33	4.67
Outside Rear View Mirrors	6.56	7.33	8.44	6.44
COMMUNICATIONS				
Dashboard Accessibility	5.80	6.60	9.40	7.67
Trunk Accessibility	6.73	7.00	8.53	8.40
Engine Compartment	6.78	7.44	9.44	7.78
TOTAL SCORES	**170.98**	**192.10**	**208.48**	**181.74**

ERGONOMICS AND COMMUNICATIONS

ERGONOMICS	Ford F-250 Crew Cab	Ford Expedition EL	Ford Escape
FRONT SEAT			
Padding	4.90	7.56	6.00
Depth of Bucket Seat	2.60	7.00	5.89
Adjustability – Front to Rear	4.80	6.44	5.44
Upholstery	5.10	8.22	7.67
Bucket Seat Design	0.00	7.11	6.00
Headroom	8.30	7.78	6.67
Seatbelts	5.50	6.33	5.67
Ease of Entry and Exit	5.50	5.75	6.00
Overall Comfort Rating	5.40	6.75	5.63
REAR SEAT			
Leg room – Front seat back	6.90	6.78	4.11
Ease of Entry and Exit	5.20	6.22	4.11
INSTRUMENTATION			
Clarity	6.20	6.89	7.11
Placement	5.80	6.44	7.33
VEHICLE CONTROLS			
Pedals, Size and Position	6.50	7.33	6.44
Power Window Switch	0.00	7.33	6.78
Inside Door Lock Switch	5.60	6.67	6.78
Automatic Door Lock Switch	0.00	7.11	7.11
Outside Mirror Controls	0.00	6.78	5.22
Steering Wheel, Size, Tilt Release, and Surface	4.90	7.22	6.22
Heat/AC Vent Placement and Adjustability	5.70	6.89	7.00
VISIBILITY			
Front (Windshield)	7.60	7.78	7.56
Rear (Back Window)	7.20	6.22	4.78
Left Rear Quarter	6.40	5.67	5.67
Right Rear Quarter	7.10	5.44	5.00
Outside Rear View Mirrors	7.00	7.33	5.56
COMMUNICATIONS			
Dashboard Accessibility	8.27	6.60	6.13
Trunk Accessibility	7.07	7.00	7.93
Engine Compartment	8.44	7.44	6.44
TOTAL SCORES	**147.98**	**192.10**	**172.24**